

Waverley Borough Council Meeting – 19 July 2016

At the above meeting, an amendment was proposed and agreed in relation to..

Agenda Item 8.b – Executive Minutes of 12 July 2016: Minute No. 31

..to insert the text in **red bold type** so that Recommendation 16 reads as follows:-

16. The Local Plan Part 1, together with the Key Findings of The Draft Sustainability Appraisal (Annexe 3), the Local Plan Draft Infrastructure Delivery Schedule(Annexe 4), the Schedule of Proposed Amendments and the Observations from the Joint Overview & Scrutiny Committee (Annexe 5), be approved for Publication and to confirm that all other evidence bases and documents referred to will be published at the same time as the plan

In accordance with that revised recommendation, please find these documents attached.

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REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
1	July 2016	Note on 'appraisal of reasonable alternatives - headline findings' presented to elected Councillors	Mark Fessey Principal Consultant	Steve Smith Technical Director	Steve Smith Technical Director

KEY FINDINGS OF THE DRAFT SUSTAINABILITY APPRAISAL UNDERTAKEN FOR THE LOCAL PLAN

To provide some context, this document is being provided so that it can be demonstrated, at the examination, that members made a decision on the Local Plan that was informed by the Sustainability Appraisal findings. It should be noted that the Sustainability Appraisal findings support the Spatial Strategy in the Plan.

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Introduction

AECOM has been leading on a process of Sustainability Appraisal (SA) in support of the emerging Waverley Local Plan. An Interim SA Report was published for consultation alongside the 2014 'Scenarios' consultation document, and the SA Report will be published alongside the Proposed Submission Plan later this year (in-line with regulatory requirements). Central to the SA process is development, appraisal and consultation on 'reasonable alternatives', which in the context of a plan such as the Waverley Local Plan means 'spatial strategy alternatives'.

This brief note aims to introduce elected Councillors to the spatial strategy alternatives and present 'headline' appraisal findings. More information on the alternatives (i.e. an explanation of how they were arrived at, and ultimately an explanation of their 'reasonableness'), and detailed appraisal findings, will be presented within the SA Report.

The reasonable alternatives are presented within the table overleaf. In order to understand the alternatives there is a need begin with Option 4 - the Council's preferred option - and then 'work outwards', as there is a symmetry:

- Under **Option 4** the Council makes provision for c.9,900 homes over the plan period (519 dwellings per annum), the objectively assessed need (OAN), with 2,600 homes at Dunsfold Aerodrome and a strategy for greenfield expansion at each of the settlements that broadly reflects the capacity of available and suitable sites, as established by the Land Availability Assessment (LAA).
- Options 3 and 5 involve providing for 800 additional homes at greenfield sites, thereby either enabling the Council to deliver a smaller (1,800 home) scheme at Dunsfold Aerodrome (and still provide for OAN - see **Option 3**), or provide for a level of growth 800 homes above¹ OAN (with 2,600 homes at Dunsfold Aerodrome - see **Option 5**). The 800 homes would be distributed across 'LAA' sites at Milford, and 'non-LAA' sites at Farnham, Cranleigh and Haslemere.
- Options 2 and 6 are similar to Options 3 and 5, in that they would involve 800 additional homes at greenfield sites, thereby either enabling the Council to deliver a smaller (1,800 home) scheme at Dunsfold Aerodrome (and still provide for OAN - see **Option 2**), or provide for a level of growth 800 homes above¹ OAN (with 2,600 homes at Dunsfold Aerodrome - see **Option 6**). The difference is in respect of how the 800 additional homes are distributed. Under these scenarios Green Belt and AONB constraints are applied fully, which means a need to focus entirely at Farnham and Cranleigh.
- Options 1 and 7 would involve a much higher number of additional homes at greenfield locations, thereby enabling the Council to either deliver no housing development at Dunsfold Aerodrome (and still provide for OAN - see **Option 1**), or provide for a level of growth well above² OAN (with 2,600 homes at Dunsfold Aerodrome - see **Option 7**). Only one broad distribution for the additional homes can be envisaged, which would involve significant extensions into AONB and sensitive Green Belt.³

With regards to precisely how 'non-LAA' sites would be distributed (where necessary, i.e. for options other than Option 4), there can be no certainty; however, for the purposes of appraisal it is appropriate to make certain assumptions. For example (and perhaps most notably), for the purposes of appraisal there is an assumption that 'the first place to look' in the Farnham area is to Badshot Lea, where there is the possibility of delivering a strategic scale scheme.

¹ There will be unmet housing needs within the West Surrey Housing Market Area (HMA), given undersupply in Woking; hence a need to consider the option of providing for unmet needs. Options 5 and 6 would involve providing for up to 25% of Woking's unmet needs.

² Option 7 would involve providing for up to 70% of Woking's unmet needs.

³ Option 1 would involve 2,600 homes at non-LAA sites, whilst Option 7 would involve 2,200. This is reasonable, as providing 'OAN plus 2,600' would involve Waverley Borough planning to meet up to 83% of Woking's unmet needs; a figure that is unreasonably high (given that Guildford Borough is as well placed, if not better placed, than Waverley to provide for Woking's unmet needs).

The reasonable spatial strategy alternatives

N.B. Greyed-out cells show the 'constants'

	Option 1 OAN; nil at DA; all LAA sites at Milford/Witley; 2,500 at 'non-LAA' sites including sites constrained by GB and AONB		Option 2 OAN; 1,800 at DA; 800 at 'non-LAA' sites with GB and AONB constraints fully applied		Option 3 OAN; 1,800 at DA; all LAA sites at Milford/Witley; 700 at 'non-LAA' sites with GB and landscape constraints <u>less</u> fully applied		Option 4 OAN; 2,600 at DA		Option 5 OAN + 800; 2,600 at DA; all LAA sites at Milford/Witley; 700 at 'non-LAA' sites with GB and landscape constraints <u>less</u> fully applied		Option 6 OAN + 800; 2,600 at DA; 800 at 'non-LAA' sites with GB and landscape constraints fully applied		Option 7 OAN + 2,200; 2,600 at DA; all LAA sites at Milford/Witley; 2,100 at 'non-LAA' sites including sites constrained by GB and AONB	
	LAA	Non-LAA	LAA	Non-LAA	LAA	Non-LAA	LAA	Non-LAA	LAA	Non-LAA	LAA	Non-LAA	LAA	Non-LAA
Farnham	900	900	900	650	900	500	900	0	900	500	900	650	900	800
Godalming	50	500	50	0	50	0	50	0	50	0	50	0	50	400
Haslemere	70	500	70	0	70	50	70	0	70	50	70	0	70	400
Cranleigh	500	600	500	150	500	150	500	0	500	150	500	150	500	500
Milford/Witley	420	0	320	0	420	0	320	0	420	0	320	0	420	0
Other large villages	320	0	320	0	320	0	320	0	320	0	320	0	320	0
Small villages	140	0	140	0	140	0	140	0	140	0	140	0	140	0
Dunsfold Aerodrome	0		1800		1800		2600		2600		2600		2600	
Completions/ permissions/ windfall/ urban LAA sites ⁴	5000		5000		5000		5000		5000		5000		5000	
Total new homes over the plan period	9,900		9,900		9,900		9,900		10,700		10,700		12,100	

“OAN” = Objectively Assessed Need; “DA” = Dunsfold Aerodrome; “GB” = Green Belt; “AONB” = Area of Outstanding Natural Beauty;

“LAA” sites are those identified as suitable by the Land Availability Assessment. Conversely, “Non-LAA” sites are those identified as unsuitable by the Land Availability Assessment.

⁴ Completions/permissions are distributed as follows: Farnham 953; Godalming 786; Haslemere 360; Cranleigh 820; Milford/Witley 42; Other large villages 100; Small villages 245. Urban LAA sites are distributed as follows: Farnham 198; Godalming 160; Haslemere 210; Cranleigh 118; Milford/Witley 22.

Summary alternatives appraisal findings

The SA Report will present detailed appraisal findings, i.e. will present an appraisal of the alternatives against the appraisal 'framework' established through scoping⁵, formally ranking the performance of the alternatives in terms of each element of the framework and also concluding on 'significant effects'. The aim of the bullet points below is to present concise 'headline messages' only. Headline messages are as follows -

- The first point to note is that the 'bookend' options (**Options 1 and 7**) perform poorly in terms of a number of objectives, notably those relating to Biodiversity, Community and wellbeing, Heritage and Landscape objectives. In each case, this is on the basis that Waverley settlements are not well suited (in the sub-regional context) to supporting extensive growth.
- The second point to note is that **Option 4** (2,600 homes at Dunsfold Aerodrome; least growth at settlements) performs well in terms of the same objectives. Maximising development at Dunsfold Aerodrome is supported in terms of these objectives, and in particular in terms of 'Landscape'. However, there is some uncertainty in respect of 'Community and wellbeing' (is the site too isolated?) and 'Heritage' (will traffic impact significantly on surrounding historic villages?).
- There is also an argument that **Option 4** is best performing in terms of '**Economy**'; however, on balance it is determined that **Options 5 to 7** (which would involve supporting a higher growth quantum) perform equally as well. Whilst Option 4 is in-line with the Waverley Economic Strategy, a higher growth strategy is in-line with the wider objective of delivering housing to maximise employment growth opportunities within the sub-regional Functional Economic Area (FEMA). Option 1 also arguably has merit as there is a need for employee accommodation in close proximity to where the job opportunities are focused - i.e. at the main settlements, and to the north and west of the borough - however, there would be very little potential to deliver new employment land without Dunsfold Aerodrome.
- Higher growth options are also supported in terms of '**Housing**', recognising that Woking is set to provide for less than is necessary to meet OAN, thereby leading to unmet housing needs within the HMA. However, all options would result in 'significant positive effects' on the basis that Waverley's OAN target would be met (assuming delivery of sites as planned), and it may be that Woking's unmet needs can be met by Guildford (and/or an authority outside the HMA). Option 1 also arguably has merit as there is a need for housing in close proximity to where the needs arise - i.e. at main settlements. By contrast, Dunsfold Aerodrome (upon which there would be a particular reliance under Option 4) is relatively isolated, albeit there will be the opportunity to deliver specialist accommodation.
- Higher growth options are also judged to perform well in terms of '**Climate change**', simply because there would be a relative focus on larger, 'strategic-scale' schemes that would potentially deliver low carbon infrastructure, thereby helping to minimise per capita CO₂ emissions (from the built environment).
- With regards to '**Transport**', there is much uncertainty. One argument is that growth focused at existing settlements should be supported given the potential to travel by non-car modes; however, there is equally a need to minimise worsened traffic at existing hotspots, e.g. in-and-around Farnham.
- With regards to '**Water**', nil growth at Dunsfold Aerodrome could necessitate growth in the Badshot Lea area, where flood risk is an issue; whilst growth at Dunsfold Aerodrome leads to some uncertainties in respect of water supply and waste water treatment. As such, it is difficult to differentiate the alternatives.
- Finally, having established that the 'book-end' options perform poorly in terms of a range of objectives, and that Option 4 equally performs well in terms of a range of objectives, there is a need to consider **Options 2, 3, 5 and 6**; all of which would involve supporting c.800 homes at greenfield sites, over and above those supported under Option 4. The primary point to make is that Options 3 and 5 - which would involve distributing the 800 homes with less of a focus at Farnham - perform poorly in terms of 'Landscape' and (to a lesser degree) 'Biodiversity' given the need to support sensitive sites at Milford and Haslemere. However, diverting some growth from Farnham to Milford and Haslemere does have merit from transport perspective, and would also help to ensure certainty regarding delivery of sufficient Suitable Alternative Natural Greenspace (SANG) at Farnham (to mitigate recreations impacts to the Thames Basin Heaths).

⁵ See the SA Scoping Report at: http://www.waverley.gov.uk/info/1004/planning_policy/1739/sustainability_appraisal. The SA scope was also introduced within the 2014 Interim SA Report, and some work to update the SA scope has been undertaken since 2014. Notably, the decision has been taken to increase the focus on issues/objectives relating to 'transport and traffic'.

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WAVERLEY LOCAL PLAN: DRAFT INFRASTRUCTURE DELIVERY SCHEDULE

The Local Plan's 2016 **Infrastructure Delivery Plan** (IDP) is a key part of the evidence base and follows the same format as the 2012 IDP that supported the Core Strategy. The main part of the document details the background information supplied by the infrastructure providers on existing provision and future requirements, and an assessment of the implications for the Local Plan. This has informed the preparation of the Plan's spatial strategy, but is also part of an iterative process whereby the preparation of the IDP's **Infrastructure Delivery Schedule** (IDS) seeks to reflect the Plan's policies and strategic site allocations.

A preliminary draft of the IDS is set out below for information. It should be emphasised, however, that the schedule remains 'work in progress' and, in particular, does not yet contain all the desired information on project costs and timescales. In that respect, the IDP itself is not fixed to any specific point in time, but will evolve as more up to date information becomes available and the Plan progresses to its adoption.

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
BOROUGH WIDE								
Transport	Portsmouth Direct Line improvements (along with South West Main Line Peak Demand improvements)	Increased service frequency	Network Rail	£5m	Tbc	Department for Transport (DfT)	Tbc	Wessex Route Study 2015
Transport	Waverley B and minor roads: traffic management scheme(s)	To reduce impact of additional cross borough development related traffic or traffic diverted from A3	Surrey CC	£1.5m	Tbc	CIL S106	Tbc	SCC Strategic Highway Assessment 2016
Transport	Community Transport Project – 15 no. Hoppa minibuses, including maintenance costs and driver salaries	To improve accessibility to local communities	Waverley BC Surrey CC	£2.2m	Plan period	SCC S106 CIL	Tbc	Waverley BC
Open Space	Recreation Ground Improvements	To meet additional need	Waverley BC	tbc	Over plan period	Waverley BC S106 CIL Town & Parish Councils	Tbc	Waverley BC

DRAFT – WORK IN PROGRESS

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Sports Pitches	Creation of new pitches and improvements to existing. Provision of Pavilions.	To meet additional need	Waverley BC	tbc	Over plan period	Waverley BC S106 CIL Town & Parish Councils	tbc	Waverley BC
Playgrounds	Playground replacement	To meet additional need	Waverley BC	tbc	Over plan period	Waverley BC S106 CIL Town & Parish Councils	Tbc	Waverley BC
Green infrastructure	Benches/public seating in high streets, main public areas and walking routes across the borough	To encourage active travel, physical activity and visits to local services by the growing older population	Waverley BC	tbc	Over plan period	Waverley BC S106 CIL Town & Parish Councils	Tbc	Waverley BC
Water	Connection to the local sewerage system at nearest point of adequate capacity	To ensure the sewerage system does not become overloaded	<ul style="list-style-type: none"> ▪ Thames Water ▪ Southern Water ▪ SE Water 	Unknown	Ongoing	Developers	Unknown	Correspondence with water companies
Water	Investment in water mains reinforcement / replacement.	To ensure security of supply, quality and pressure standards are maintained for all existing and future households.	<ul style="list-style-type: none"> ▪ Thames Water ▪ Southern Water ▪ SE Water 	Unknown	Ongoing	Water companies	Unknown	Thames Water Five-year Plan 2015-2020; SE Water Business Plan 2015-2020; Southern Water Business Plan 2015-2020
Police	Implementing "Design out Crime" measures	To reduce the opportunity of crime within the local community	Surrey Police	tbc	Ongoing	S106 CIL	Unknown	Surrey Police

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Telecommunications	To secure superfast broadband to parts of the Borough not included in the superfast broadband rollout	To secure superfast broadband to those parts of the Borough	Waverley BC Surrey CC	Tbc	Ongoing	Telecom operators	Unknown	Waverley BC Surrey CC
CRANLEIGH								
Transport	A281 Elmbridge Road/ Dunsfold Road: improvement and upgrade to the signalised junction	To mitigate impact of Dunsfold Aerodrome proposals	Surrey CC	tbc	tbc	Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	HGV management plan and road traffic orders as necessary	To mitigate employment related HGVs at Dunsfold impacting on unsuitable roads	Surrey CC	£500,000	tbc	S106	Nil – developer funded	Waverley BC
Transport	Elmbridge Road/Wey and Arun Canal Bridge, Cranleigh	New bridge on Elmbridge Road over the Wey and Arun Canal to provide a two lane carriageway and pedestrian footway	Surrey CC	£1.8-£2m	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Traffic Management Scheme between Cranleigh and Shere on Barhatch Lane and Hound House Road	Capacity and safety improvements	Surrey CC	£50,000	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Alfold Road adjacent to Little Mead Industrial Estate: widen road bridge	Capacity and safety improvements	Surrey CC	£350,000	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	High Street: Environmental improvements	To enhance the environment	Surrey CC	£0.5-£1m	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Bridge over Downlink, Cranleigh: new bridge or amendments to existing traffic signals	To improve capacity	Surrey CC	£200,000 - £1.5m	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Study to review on and off-street car parking in the village centre	Improved car parking facilities	Surrey CC	?	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Public Bridleway between Elmbridge Road and Cranleigh Leisure Centre: Lighting Scheme	Public safety	Surrey CC	£90,000	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Public Footpath between Elmbridge Village and Knowle Lane: surface and drainage improvements	To encourage journeys by sustainable modes	Surrey CC	£50,000	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Transport	Public Bridleway 350: surface and drainage improvements	To encourage journeys by sustainable modes	Surrey CC	tbc	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Public Transport	Cranleigh Bus Service Enhancement Scheme	To improve frequency of evening and weekend services	Surrey CC	tbc	Over plan period	S106 CIL	tbc	Cranleigh Draft Infrastructure list (SCC)
Public Transport	Cranleigh Bus Stop improvements	To improve accessibility and provision of Real Time Passenger Information	Surrey CC	tbc	Over plan period	S106 S278 CIL	tbc	Cranleigh Draft Infrastructure list (SCC)
Education	3 Secondary School forms entry to be accommodated at Glebelands School	To accommodate increased pupil numbers arising from new developments	Surrey CC	Tbc	Tbc	S106	tbc	Surrey CC (School Commissioning Officer)

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Community/Leisure	Leisure Centre: replace tennis courts with 3 indoor courts	To meet demand for provision	Waverley BC	£3.7m	Tbc	S106 CIL	£3.7m	Waverley BC
Community/Leisure	Leisure Centre: extension to provide spin studio	To meet demand for provision	Waverley BC	£400,000	Tbc	S106 CIL	£400,000	Waverley BC
Community/Leisure	Leisure Centre: poolside upgrade	To meet demand for provision	Waverley BC	£300,000	Tbc	S106 CIL	£300,000	Waverley BC
Community/Leisure	Rowleys Centre for the Community: refurbishment of Rowland House Lounge area and existing centre	To support health and wellbeing, particularly for older people	Waverley BC	£150,000	Tbc	CIL	£150,000	Waverley BC
Community/Leisure	Multi agency centre in Village Way to accommodate Parish Council, CAB, youth centre, Police and rooms for public hire	To provide improved and more efficient local services	Waverley BC	£2m	Tbc	CIL	£1.962m	Waverley BC
FARNHAM								
Transport	Farnham Town Centre Transport Package: measures to – - Simplify the town centre road network to improve accessibility and journey time reliability for all modes of transport, reduce congestion, and improve air quality to address the AQMA. - Reconfigure and reallocate road space and improve the public realm	To reduce the impact of motor vehicles and, improve accessibility, connectivity and safety for walkers and cyclists	Surrey CC	£2m	2017-2021	S106 CIL LEP	Tbc	SCC Expression of Interest to EM3 (LEP) 2015

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	A31 Hickley's Corner online junction improvement	Improved capacity and improved journey times and reliability for traffic travelling along or joining or exiting or crossing the junction.	Surrey CC	£3m	2017-2021	LEP S106 CIL	tbc	SCC Strategic Highway Assessment 2016. SCC Expression of Interest to EM3 (LEP).
Transport	A31 Shepherd & Flock roundabout - new signalling of give way approaches	Improve junction capacity	Surrey CC	£5m-10m	tbc	LTP S106 CIL	Tbc	-- SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	A325 Wrecclesham Hill / B3384 Echo barn Lane – convert to mini-roundabout junction	Improve environment for pedestrians and cyclists; Improve road network efficiency	Surrey CC	£250,000	tbc	LTP S106 CIL	Tbc	-- SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	A31/A325 Coxbridge Roundabout: improvements	To increase capacity	Surrey CC	£2m	tbc	LTP S106 CIL	Tbc	-- SCC Strategic Highway Assessment 2016 - Mott MacDonald Local Transport Assessment 2015/2016
Transport	A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme	To increase capacity	Surrey CC	£500,000	tbc	LTP S106 CIL	tbc	Guildford BC Transport Strategy 2016
Transport	Single storey decked car park at Farnham railway station	To provide extra parking	Network Rail South West Trains	£#	2016	Network Rail SW Trains TfL	£0	Network Rail SW Trains

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Education	Up to 4 Secondary School forms of entry in addition to current plans	Additional pupils in the Borough	Surrey CC	tbc	Plan period	SCC S106 CIL	tbc	Surrey CC (School Commissioning Officer)
Community/Leisure	Leisure Centre: additional showers, indoor soft play, climbing wall and improved reception	Improved facilities	Waverley BC	£730,000	Tbc	S106 CIL	£730,000	Waverley BC
Cultural	Conservation and enhancement works at Museum of Farnham	Improved building fabric and visitor experience	Waverley BC	£80,000	Tbc	Heritage Lottery Fund	£80,000	Waverley BC
Sports Pitches	Upgrade of Farnham Memorial Ground	To meet National Ground Grading Standards	Farnham Town FC & partners	tbc	Unknown	Football Foundation Sport England CIL S106	Tbc	Waverley BC
Natural and semi-natural greenspace	Farnham Park Environment habitat enhancement and creation.	WBC have responsibility for management of SNCI's.	Waverley BC	tbc	Annual	Annual grant until 2020 HLS Grant - DEFRA	Nil	Waverley BC
HASLEMERE								
Transport	Single storey decked car park at Haslemere railway station	To provide extra parking	Network Rail South West Trains	tbc	2016	Network Rail SW trains Transport for London	£0	Network Rail SW Trains
Transport	New cycle hub at Haslemere Station including repair facilities and CCTV	To improve facilities for cyclists	Network Rail South West Trains	tbc	2016	Network Rail SW Trains	£0	Network Rail SW Trains
Community/Leisure	Haslemere Leisure Centre: outdoor play area; upgraded toilets and spectator seating.	To meet demand for provision	Waverley BC	£110,000	Tbc	CIL	£110,000	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Community/Leisure	The Edge Leisure Centre: refurbishment of sports hall floor and upgrade of school changing facilities.	To meet demand for provision	Waverley BC	£110,000	Tbc	CIL	£110,000	Waverley BC
Community/Leisure	2 no. floodlit netball courts	To meet demand for provision	Waverley BC	£300,000	Tbc	CIL	£300,000	Waverley BC
Community/Leisure	Purpose built Community Centre to provide services for older people	To provide flexible accommodation for services and activities to support health and wellbeing	Waverley BC	£2m	Tbc	CIL	£2m	Waverley BC
Community/Leisure	Wey Centre: improved facilities	To develop a flexible space for a variety of different use groups, particularly youth groups	Waverley BC	£250,000	Tbc	CIL	£250,000	Waverley BC
GODALMING								
Transport	Improved access to Godalming station including customer lifts and covered footbridge	Improved safety and access	Network Rail	£3.1m	2015-2016	Network Rail	£0	Network Rail
REST OF WAVERLEY								
Transport	A281: new site access to Dunsfold Aerodrome	To provide access to the proposed development	Surrey CC	Tbc	Tbc	Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016
Transport	A281 Station Road, Bramley: signalisation of junction	To mitigate impact of Dunsfold Aerodrome proposals	Surrey CC	tbc	tbc	Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Transport	A31 Guildford to Wrecclesham – Highway Maintenance and Resilience Corridor	To resolve flooding problems	Surrey CC	£4.95m	Tbc	Surrey CC	Tbc	SCC Expression of Interest to EM3 (LEP) 2015
Transport	Rural Areas: improvements to public transport including demand responsive community transport services	To improve local services	Waverley BC Surrey CC	£1m	tbc	LTP S106 CIL	tbc	Waverley BC
Transport	Off site cycle network from Dunsfold Aerodrome site to key destinations	Improved provision and safety for cyclists	Surrey CC	tbc	Tbc	S106	£0 – developer funded	Waverley BC
Transport	Bramley: safety and capacity improvements	To increase capacity and improve safety	Surrey CC	£600,000	tbc	S106	tbc	Cranleigh Draft Infrastructure list (SCC)
Canal	Restoration of the Wey & Arun Canal Tannery Lane Bridge to Station Road, Bramley; Station Rd to Birtley Bridge; Rowly to Gennets Wood.	Creation of a public amenity and navigable link between the Rivers Wey and Arun	Wey & Arun Canal Trust	tbc	2011-2026	Wey & Arun Canal Trust	Unknown	Wey & Arun Canal Trust
Wealden Heaths SPA	Hindhead Avoidance Strategy	To mitigate effect of development on SPA	Waverley BC National Trust	tbc	Over plan period	S106 CIL	Nil	Waverley BC
Natural and semi-natural greenspace	Mare Hill Countryside Stewardship: habitat enhancement and creation.	WBC have responsibility for management of SSSIs	Waverley BC	tbc	Annual	Annual grant until 2018 Higher Level Stewardship (HLS) DEFRA	Nil	Waverley BC
Natural and semi-natural greenspace	Frensham HLS: habitat enhancement and creation.	WBC have responsibility for management of SSSIs	Waverley BC	tbc	Annual	Annual grant until 2020 DEFRA	Nil	Waverley BC

Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
Natural and semi-natural greenspace	Lammas Lands HLS: habitat enhancement and creation	WBC have responsibility for management of SNCIs	Waverley BC	tbc	Annual	Annual grant until 2022 DEFRA	Nil	Waverley BC
OUTSIDE WAVERLEY								
Transport	A281 Horsham Road/ A248 Kings Road/ A348 Broadford Road: Conversion of both junctions to roundabouts	To mitigate impact of Dunsfold Aerodrome proposals	Surrey CC	tbc	tbc	Dunsfold Aerodrome developers	Nil – developer funded	- Dunsfold Park Traffic Assessment - SCC Strategic Highway Assessment 2016
Transport	A3 through Guildford (early targeted schemes): Average speed cameras; closure of Beechcroft Drive; Widening to northbound off-slip to Egerton Road; improvements to the traffic signals at Dennis roundabout; widening of south-bound off-slip at Stoke interchange (A320)	To address road capacity and safety issues	- Dept for Transport - Highways England	£8m	By 2020	Dept for Transport.	n/a	Highways England (indicative concept plan only)
Transport	M25 Junction 10/A3 Wisley interchange All-movements grade separated junction	To address road capacity and safety issues	Dept for Transport. Highways England	£100 - £250m	Post 2025	Dept for Transport.	n/a	DfT Road Investment Strategy (RIS) 1 scheme E16
Transport	M25 junctions 10-16: widening to 4 lanes in each direction	To address road capacity and safety issues	Dept for Transport. Highways England	£100 - £250m	Post 2025	Dept for Transport.	n/a	DfT RIS 1 scheme E15
Transport	A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction):	To address road capacity and safety issues	Dept for Transport. Highways	£100 - £250m	Post 2025	Dept for Transport.	n/a	DfT RIS 2 scheme E31

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Category	Scheme	Need for Scheme	Lead Agency	Cost	Delivery Phase	Sources of funding	Funding Gap	Source of Information
	widening to 3 lanes		England					
Transport	Guildford railway station	Capacity and interchange improvements	Network Rail SW Trains	£100m	Tbc	Dept for Transport.	n/a	Wessex Route Study 2015
Transport	Electrification of North Downs line	Increase service frequency	Network Rail Great Western Railway	£30m	Tbc	Dept for Transport.	n/a	Wessex Route Study 2015
Transport	North Downs line	Service frequency and timetable improvements	Great Western Railway	Tbc	Tbc	Dept for Transport.	n/a	Wessex Rout Study 2015
Transport	Funding towards Guildford gyratory, park and ride provision at Artington	Traffic impacts on Guildford Borough from developments in Waverley	SCC	tbc	Plan period	S106 (Dunsfold Aerodrome developers)	tbc	Dunsfold Aerodrome Traffic Assessment (Vectos)
Transport	Blackwater Valley Bus Corridors: range of complementary sustainable passenger transport improvements	To improve connectivity to and through the Blackwater Valley area, supporting the economic viability	SCC	Tbc	Plan period	SCC LEP and match funding CIL	Tbc	SCC Expression of Interest to EM3 (LEP) 2015

DUNSFOLD AERODROME

In addition to the transport infrastructure projects listed above (under 'Cranleigh'), the following infrastructure is proposed to be funded by the developer (directly and/or through S106 obligations–

Strategic Green Infrastructure

- Pedestrian and cycle routes (within the site)
- Ecological mitigation
- Runway Park
- Country Park
- Sports pitches and play facilities
- Neighbourhood parks
- Flexible informal landscape
- Works to existing woodland
- Landscape maintenance

DRAFT – WORK IN PROGRESS

Utilities

- Gas, electricity and water reinforcement

Other community infrastructure

- Medical centre
- Day nursery
- Primary school
- Sustainable Drainage System (SuDS)
- Pedestrianised local centre
- Town canal, basin and connection

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Waverley Borough Draft Local Plan Part 1 (July 2016)

SCHEDULE OF PROPOSED AMENDMENTS

Reference	Change	Reason
Vision: Point 11	Add text to emphasise requirement for high quality design of new development.	Issue raised at Joint Overview & Scrutiny Committee. Would also be dealt with under a future planning application.
Para 2.24	Add reference to parking issues at railway stations.	Clarification.
Para 5.23	Amend text to emphasis that Dunsfold Aerodrome is only acceptable subject to the necessary infrastructure being provided, including highways improvements.	Issue raised at Joint Overview & Scrutiny Committee.
New Para 5.25	To explain why development is not spread evenly across the Borough, with reference to the Plan's Sustainability Appraisal. (Subsequent paragraphs renumbered.)	Issue raised at Joint Overview & Scrutiny Committee.
Para 6.11	Add new sentence stating that a cautious approach has been taken to ensure that the housing trajectory is realistic.	In response to comments from the Local Plan Special Interest Group (SIG).
Para 6.13	Add a general reference to the evidence that has been provided by infrastructure providers.	Clarification.
Para 6.15	Qualify the reference to the amount of new housing that could be built over the next five years (2016-2021).	Issue raised at Joint Overview & Scrutiny Committee.
After Policy ALH1	Insert table setting out the detailed figures (completions, permissions, windfalls, LAA sites etc.) that underpin the parish allocations in the policy.	Clarification.
Para 7.19	Add reference to the fact that, in addition to addressing congestion and delays, road safety and air quality issues are important considerations in identifying appropriate mitigation measures.	Issue raised at Joint Overview & Scrutiny Committee. Would also be dealt with under a future planning application.
New paras 7.29, 7.30	To refer to the Council's Air Quality Action Plan and its annual updates. (Subsequent paragraphs renumbered.)	Issue raised at Joint Overview & Scrutiny Committee.
Para 8.1	Revise text to emphasise the need to ensure the required level and types of new infrastructure are provided to support proposed development throughout the Borough.	Issue raised at Joint Overview & Scrutiny Committee.
Paras 8.6, 8.7	Clarify the issue of the cumulative effects of developments on the provision of new and improved infrastructure.	Issue raised at Joint Overview & Scrutiny Committee.

Para 9.15 Policy AHN1	Reduce minimum provision of affordable housing from 40% to 30%.	The SIG's preference and recommendation are for a lower provision of affordable housing that would enable a higher potential CIL charging rate to produce higher levels of income to fund new and improved infrastructure.
Para 9.30	Clarify definition of 'older people'.	Issue raised at Joint Overview & Scrutiny Committee.
Para 13.39	Add text to state that the Area of Great Landscape Value AGLV does not carry the same weight in policy terms as the AONB.	Clarification.
Plan 8: Farnham/ Aldershot Strategic Gap	Substitute amended plan. Additional area shown as a broad location of revised Gap to be defined in Local Plan Part 2.	Clarification.
Policy TD1.3	Add reference to the adoption(as well as preparation) of design statements and Neighbourhood Plans	Issue raised at Joint Overview & Scrutiny Committee.
Paras 16.26, 16.27	Update / amend to reflect the findings of the 2016 Habitats Regulations Assessment of the Plan.	To ensure the Plan is sound
Para 16.28	Add reference to limited numbers of new dwellings allowed within 400m of the Wealden Heaths (Phase II) SPA.	Rectify omission. Would also be dealt with under a future planning application.
New para 16.29	To refer to the Water Framework Directive and clarification of the Council's responsibilities. (Subsequent paragraphs renumbered.)	Rectify omission. Would also be dealt with under a future planning application.
Policy CC1; Para 17.29	Delete criterion 1 in Policy CC1 and add text to para 19.29 to explain the 'fabric first' approach to building design.	Clarification. Would also be dealt with under a future planning application.
Para 17.35	Add 'Alfold' to settlements with known flooding problems.	Rectify omission.
Para 18.2	Clarify and update the housing figures relating to strategic sites. Add table to provide information on when housing is expected to come forward for each site.	Issue raised at Joint Overview & Scrutiny Committee.
New para 18.3	To add reference to the mechanisms for securing infrastructure for strategic sites and cross reference to Chapter 8. (Subsequent paragraphs renumbered.)	Issue raised at Joint Overview & Scrutiny Committee.
Para 18.15, 18.16	Revised text to emphasis that Dunsfold Aerodrome is only acceptable subject to the necessary infrastructure being provided, including highways improvements. Similar (consistent) references to be made where required throughout the Plan.	Issue raised at Joint Overview & Scrutiny Committee.

Para 18.25	<ul style="list-style-type: none"> ▪ Add reference to the impacts of Dunsfold Aerodrome on Cranleigh having to be addressed through planning applications. ▪ Delete all text referring to CIL Viability Assessment. 	<ul style="list-style-type: none"> ▪ Issue raised at Joint O&S Committee. ▪ The Viability Assessment is not yet complete and no decision has been made as to whether the CIL will be applied to Dunsfold Aerodrome.
Policy SS7 c) i.	(Dunsfold Aerodrome) Amend policy to state that the local centre should provide 3,750 sq m of retail floorspace.	To reflect new information from the promoter of the site.
Para 19.3	Specific reference to the A3 added as an example of an improvement to the road network that could, if it does not happen, trigger action such as an early review of the Plan.	Issue raised at Joint Overview & Scrutiny Committee.
Appendix A: Key Diagram	<ul style="list-style-type: none"> ▪ Amend Key to read 'Area of Outstanding Natural Beauty' instead of 'Area of Outstanding Natural Beauty and Area of Great Landscape Value'. ▪ Add Policy numbers to Strategic Sites. 	Clarification.
Appendix C: Housing Trajectory	Add revised trajectory.	To reflect up to date information from site promoters and more realistic delivery assumptions.
Appendix E: Monitoring Framework	Review indicators for greater clarity and consistency.	Clarification.
Appendix F: Glossary	Update and expand as necessary.	Clarification.

Note: In addition to the proposed amendments summarised above, a number of other minor changes will be made to the Plan before it is formally published to deal with -

- correction of typographical, grammatical and factual errors; and
- reformatting of text / policies and referencing of evidence documents for improved presentation and consistency.

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OBSERVATIONS FROM THE JOINT OVERVIEW AND SCRUTINY COMMITTEE – 27 JUNE 2016

There were a number of specific requests made by the Committee for parts of the Draft Plan to be amended or the wording of paragraphs to be reviewed, and these relate to the following areas:-

1. Policy AHN3: Housing Types and Size - to include a definition of older people;
2. Policy TD1: Townscape and Design - to check the phrasing of paragraph 3 relating to town and village design statements and neighbourhood plans to ensure that it clearly demonstrates the Council's support for both the preparation of the plans and their delivery;
3. Ensure that the comments on page 9 relating to the Dunsfold Aerodrome site and the need for appropriate transport mitigation are consistent within Section 18;
4. Section 18: Strategic Sites – officers to check the calculation of numbers of homes that would be forthcoming from the sites in this section.
5. Paragraph 6.15: Check the reference to the amount of housing that can potentially be delivered between 2016 and 2021.
6. Review the Housing Trajectory (Appendix C), particularly in terms of the development likely to come forward early in the Plan period.

More generally, the Committee raised the following points which it was agreed would merit consideration by the Executive:-

1. to include a paragraph in the Spatial Strategy relating to the Housing Market Assessment that explains why it is not possible to match the distribution of homes across the Borough with the housing need, especially in terms of affordable housing;
2. concern about the air quality in certain traffic hot spots in the Borough and members requested that the Plan is consistent with the most up to date evidence, including the 2014 report produced by Public Health England;
3. the request for an up-to-date Infrastructure Delivery Plan to be provided because most of the concerns raised at the meeting related to infrastructure and mitigation measures. Officers were in the process of pulling together an updated schedule of responses from Infrastructure Providers which would be shared with members. Members also requested that specific contact be made with those providers who are not currently able to meet their targets, or where there are concerns about capacity, such as Thames Water and the South East Ambulance Services; Members also asked for a review of the information on broadband provision and the comments from the rail operators about their infrastructure requirements;
4. the need to find infill sites in rural areas to provide a limited number of affordable homes, especially when it is only possible to deliver smaller developments in these areas which would be below the threshold where affordable housing is normally required;

5. the plan to expand on some of the more strategic infrastructure measures that are outside of the Borough/cross-boundary but which are likely to impact on the feasibility of our mitigation measures and ability to deliver developments;
6. inclusion of a reference to highway safety implications in the Plan especially with regard to the cumulative impact of safety issues to be addressed, in addition to those considered individually in the planning application process. Officers undertook to discuss this further with colleagues at Surrey County Council;
7. ensure that the Plan makes appropriate references to the NPPF requirement to deliver good design;
8. add a reference to the need for development proposals at Dunsfold Aerodrome to take account of the potential impact on Cranleigh; and
9. the need for a more specific reference to the outstanding issues regarding the A3 and the implications of improvements not coming forward.

ADDITIONAL OBSERVATIONS FROM THE RECONVENED JOINT OVERVIEW AND SCRUTINY COMMITTEE – 4 JULY 2016

The Committee received a brief summary introduction to the Strategic Highways Assessment from William Bryans of Surrey County Council, and to the Stage 3 and Stage 4 Mott MacDonald reports from Sean Finney.

Members acknowledged that the reports were very comprehensive but recognised that the strategic model was borough-wide and did not analyse to the level of detail necessary to recognise the potential for traffic conditions to worsen at specific key junctions. Some of this more detailed work has been picked up by Mott MacDonald. Councillors were also reassured that developers and their consultants would have a responsibility to consider the impacts of developments on adjacent transport routes and key junctions as part of their detailed planning application submissions, and if there was shown to be a likely impact, proposals to address the impact would need to be included. Members also noted that the mitigation measures were aimed at helping the cross-flow of traffic, particularly inter-borough traffic issues around Guildford and the A3, and did not focus enough on localised areas of concern.

Concern was expressed about paragraph 18.16 in the Draft Plan and the statement that 'with appropriate mitigation, 2,600 homes could be substantially delivered sustainably at Dunsfold Aerodrome within the plan period up to 2032'. Members did not consider that there was currently sufficient evidence in the reports to support this statement. It was suggested that the Plan needs to recognise that the acceptability of development at Dunsfold Aerodrome was subject to resolving outstanding issues regarding mitigation, particularly highways,

The point was raised again that infrastructure improvements needed to be in place before the commencement of house-building. For those developments where planning permission had already been granted, officers reassured members that, where necessary, Section 106 contributions have been sought to address impacts of development on the local road network.

Members agreed that a strategic view was needed for areas such as Cranleigh where there was a potential cumulative impact from a number of developments coming forward so that mitigation measures could be informed. It was suggested by a member that it was an inevitable consequence of growth that roads would get more congested without highway improvements and mitigation measures in place, and that only the provision of alternative transport methods or reduced dependence on the car would reduce the impact of this.

There was a comment about the impact of traffic on rural roads not currently being picked up as part of the mitigation measures. Members also raised the issue of HGV movements, especially in the proximity of Dunsfold because of the proposed industrial use on the site, and sought assurances that the full impact of HGVs on local roads would be taken into account. Again, this was cited by officers as one of the considerations being asked of from the developer at detailed planning stage to identify how trips would be routed in the locality.

There was a comment about the impact of the re-routing of longer trips when the Hindhead Tunnel is closed.

There was a comment that in Farnham, the mitigation currently identified is focused on the A31 and does not cover surrounding roads.

Some of the specific locations Members identified as needing particular recognition in the plan include:-

- i. improved signal sequencing at Nanhurst Crossroads, Cranleigh;
- ii. single track canal bridge at Elmbridge Road, Cranleigh;
- iii. improvements at the mini-roundabout on the A281 at Bramley;
- iv. implications of major developments in adjoining districts, including the impact of the Eco-Town at Whitehill/Bordon, along with other developments in Hart and Rushmoor, on Wrecclesham and Farnham;
- v. promotion of the Wrecclesham Relief Road, in conjunction with Hampshire County Council, currently omitted;
- vi. Upper Hale Road, Farnham and the lack of mitigation measures to deal with traffic pressures from the M3.

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